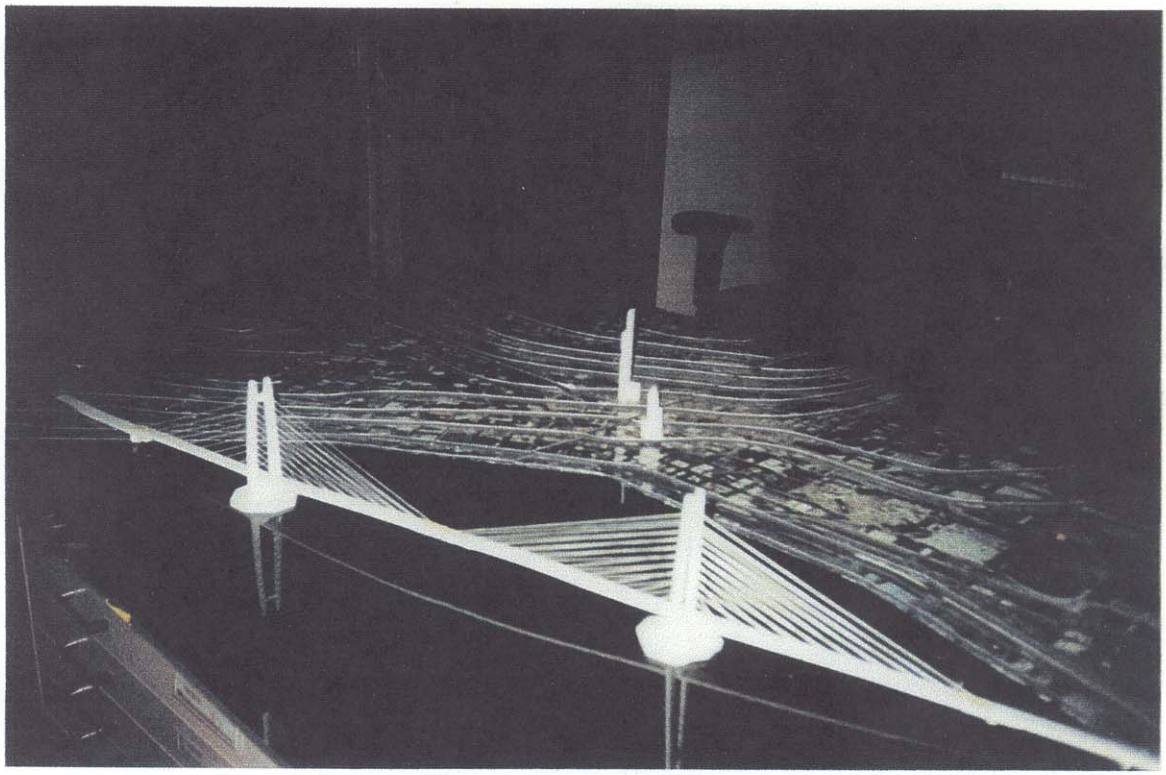
Part I of III

PROPOSED

ELLIOT BAY BRIDGE

Seattle WA

2.27.04



By

Roger Patten AIA

Proposed Elliot Bay Bridge

Imagine a bridge built over Elliot Bay that removes the high speed traffic and noise of highway 99 away from the waterfront and returns the waterfront back to the city of Seattle for development.

Picture a cable-stayed suspension bridge with a main span of 3,450 feet for a total bridge length of 6,900 feet with approaches for a total length of two miles. It can be built within five years at a cost of about one billion dollars. The bridge would be the same length as the Alaskan Way Viaduct and replace it forever.

The bridge's main span is supported by two bridge towers that are approximately 1000 feet above sea level and support the cable stayed bridge span 240 feet above the water.

The towers will have a Viewing/Restaurant platforms at the 800 foot level for the south tower and Security facilities for the Port of Seattle and US Coast Guard at the south tower.

The bridge deck has a curved designed into it to allow for expansion and contraction of the superstructure between the approaches and will curve outward from the waterfront to afford a greater space for Seattle to have an Inner Harbor. This curved deck will also move the highway traffic a half mile off the waterfront, far enough away so you can see the vitality of the traffic but not hear it.

The curve in the bridge deck will also allow for the bridge alignment with the Battery Street Tunnel and when traveling north on the bridge the Space Needle will appear centered between the suspension cables and when traveling south (on a good day), Mt. Rainier will appear centered between the suspension cables.

The Bridge is designed to support six lanes of car/truck traffic and two monorail tracks under the bridge superstructure for a personal rapid transit (PRT) public monorail transportation service to the bridge towers and the cities new waterfront development.

The bridge towers will be mirror like, and at times their silhouettes will disappear and reappear like a mirash with reflections and shadows in the waters of Elliott Bay.

The bridge cable-stayed suspension system is a new and inventive structure and is supported by the two towers anchored approximately 220 feet below the surface of the water by means of a foundation system that will harness the unique geology of the Elliott Bay estuary and resolves the ecological impact of the bridge construction in a new and meaningful way.

The Elliott Bay Bridge will be the longest cable stayed bridge in the world and perhaps a new signature for the City of Seattle.

Some engineers believe the Alaskan Way Viaduct is too dangerous to use and should be shut down. Remember the California Northridge Earthquake of January 17, 1994 and the catastrophic events to the transportation system of L.A.

Now is the time to build!

Roger Patten AIA